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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

3825 South Second Street, Springfield, Illinois 62703

Dear Members,

It's been awhile since I published a Newsletter and I know you are all quite anxious to hear the members response to the depressing letter I sent January 20th. I was very impressed with the mail as it has poured in the last three weeks. I had forgotten we had that many members...Of the 365 letters that were mailed I have received 267 replys. Of that 264 voted to continue the Club and make what ever changes that was necessary. Some voted to run the Newsletter bi-monthly year around and several voted to raise the dues. After reviewing all of them I decided to make only the changes that I listed in the letter and not to raise the annual dues. I also made a third change that I did not mention. That is that we will not pro-rate membership dues like I did last year for members that join during the year. It will be the same price when ever they join although all memberships will expire January 30 each year. Checking with other clubs, this seems to be the way they are run also. It's a must to keep book work at a minimum even though you may make some people un-happy. At this time 102 members have not replied to my letter. I don't know if this means they dis-approve of my actions or they are too busy to sit down and write a letter. In hopes they will re-join us for 83 I will hold off until next issue to print our 83 Rositer. Most of the members have paid their 83 Dues and some were waiting for this report to send theirs in. Please for those of you who have not sent your dues in, please do so now.

This is the final issue for members of 1982 so if your dues are not in you will not receive the next issue which will be Volume #2 Issue #1. I will extend my offer to refund anyones money for the last two issues of 1982 if they feel they were shorted. I feel this is a personal obligation as you all joined and paid expecting 12 issues and received only 10. I will extend this offer until the end of March as I don't want anyone out there saying that I cheated you. Please let me know your feelings.

Three of the members wanted to know where all the money went from 82. I sent them an explanation on all of our income and expence for 1982. They stated a lot of the members felt this way, so if any of you want this information, please contact me as it is available to any paying member. I have mixed feelings about publishing our finances because I don't like the idea of the general public having access to it. Since our finances have improved dramatically for 1983 I will correct my objections and be sending a financial statement to each member annually.

With the reduced Publications and membership at 378 (Hopefully) we will have an excess cash amount in our account. Probably at mid-year I will report on our finances and we can decide how these monies are to be used. If we take in the full \$7,560 with an expence average of \$475.00 per issue (9), we should have around \$3,200.00 in reserve. We could use this however the members want. I WANT NONE OF IT...Possibly we could use it for membership card, Jacket Patches, Decals, Car Show or any number of things for the members. I'll keep you posted on memberships for 83 and any other plans we have.

I am starting on VOL #2 Issue #1 Now so start writing those letters.....

THANKS FOR YOUR SUPPORT..IT MEANS A LOT TO ME.....

Dave Lewis



BUICK CLUB

3825 SOUTH SECOND STREET...SPRINGFIELD, ILLINOIS 62703

BUICK CLUB RULES & REGULATIONS 1983 EFFECTIVE 1-1-83

POLICYS

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of..

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "Hobbiest" rather than use the Club For Profit

CLUB POLICY....

All members are entitled to "Free" Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in Un-Ethical Practices or Advertises Goods that are not up to Claims.

B NON-MEMBER ADVERTISING

Non-Members will be allowed Advertising Free for the purposes of Selling Parts or Cars that are 37/38 Buicks.

C NEW POLICYS 1983

The Newsletter will be published Nine times per year instead of twelve. It will be Bi-Monthly thru the six months of summer

Volume #1 Issue #10 will be the final issue for 1982.

The above changes were voted on by the majority of the members to be effective February 1, 1983.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage.....\$20.00

Annual Dues, United States, First Class Postage...\$26.00

Annual Dues, Canada, First Class Only.....\$26.00

Annual Dues Foreign Countries, First Class Air....\$45.00

Fiscal Year of Club..February 1 thru End of January

All Memberships expire on January 30 each year.

Membership Fees will not be prorated at any time.....

E COMMERCIAL ADVERTISING RATES

Full Page..\$35.00 Half Page...\$20.00 Quarter Page....\$10.00 Business Card...\$7.50



BUICK CLUB

COVER CAR

1938 BUICK SPECIAL CONVERTABLE..TERRY TATUM #37

This beautiful 1938 Model 46C is Maroon in color and is one of the finest 38's in the Country. Terry bought the Car in St. Louis, Mo. in January of 1981. He paid \$5,000.00 and a 1947 Cadillac Convertable in trade. Since that time Terry has rebuilt the transmission, installed a new clutch and new lifters in the engine. Other improvements have been a new carb, fuel pump and a set of Bill Hirsch's Hub Caps. At this point the car is 99% complete and driven every week-end. It really turns the heads when he drives this beauty down the street.





BUICK CLUB

MEMBERSHIP APPLICATION

1983

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
DATE _____ AMOUNT ENCLOSED \$ _____
EXACT MODEL BUICK _____ CONDITION _____ SCALE FROM 1 to 10... (1-NEW)
HOME PHONE _____ WORK PHONE _____ INCLUDE A/C _____

PLEASE READ ALL CLUB RULES & REGULATIONS BEFORE APPLYING FOR MEMBERSHIP

MAIL APPLICATIONS TO CLUB OFFICE: 3825 SOUTH SECOND STREET, SPRINGFIELD, ILL
62703

1937 and 1938 Buick Series 90 RUNNING BOARD COVERS..ATTENTION OWNERS.....

By; STEVE SCHWARTZ #170

A project to remold series 90 Running Board Covers ONTO YOUR EXISTING METAL is currently being developed. If sufficient interest is expressed, a mold will be tooled in early 1983 with delivery expected by fall 1983. Cost is expected to be in the \$425.00 to \$450.00 range plus shipping for the pair. For additional Details send a S.A.S.E. to..

STEVE SCHWARTZ #170...8621 BEEKMAN DRIVE...MIRAMAR, FLORIDA 33025....OR TO;

DENNIS PETERS.....3950 Clippert...Dearborn Heights, Michigan 48125

NOTE FROM THE EDITOR.....

If any of you are owners of 90 series car, either 37 or 38, please contact either of the above and try to get the project started. This may be the only chance you have to get new covers for your Running Boards. The man who will be doing the job is Mr. Hunley Acuff in Georgia. I know personally that Hunley does beautiful work as his covers are on my car. He has sold several sets to our members and everyone is delighted with the results and service. This is the first time in many years we could get our Running-Boards to look like they did when the Buicks rolled off the line in 37/38.



Dave Lewis, Editor

Dear Dave,

I need some information on the front compartment of my 37-91F Limo, as to use Leather or Mohair on the Seat, Door Panels and Kick Panels. I was told the Sloan Museum had a lot of information on our Buicks. I have been to Flint, Michigan and they can't help, or won't. Maybe you can help, or one of the members can. Either way I would be very grateful. This bit of information maybe helpful to others also.

A question and Answer Corner might be interesting in the 37/38 Newsletter. If you have any information on the Sloan Museum I would like to know.

P.S. Does anyone know of another 37-91F..I think I have the only one left.

Jack Corliss

Sincerely,


Jack Corliss #279

Dear Jack,

As to your question on the interior of your Limo. I am sorry I do not know, but I would guess it would be done in Leather. From what I've read on the Limo's they were all done in leather in the Front only. On page 19 of issue #7 is the Trim combinations that were offered for your car. This information was sent to me from Buick. As to information on the Sloan Museum..Our Technical Director, Paul Brennan, has been in close contact with them and there is a copy of their recent letter to Paul in this issue. It gives all the information they have available to copy for you.

If any of the members can help Jack with some solid information, please write and let him know.

Dave



Dear Dave,

First of all I want to tell you it is a very good job and one that is really appreciated. Your organizing the "37/38" Buick Club. I am sorry that I have not been able to help.

I was looking through the issue #6 again and reading the idea of having different members helping out by taking over some of the different parts of Club work. I think it would be a very good idea as it has been working in some of the other clubs. That way each person would only have one part to be responsible for. If I can be of any help, please let me know.

I was looking over the Designs that Dug drew for the Club Emblem and they were real nice. I like emblem "B" as it would make a very distinct emblem and decal or patch. It would be different and not easily confused with the National Buick Emblem. I think we should be recognized on our own.

Nat Burgess #119



GRANDPA'S CAR..By PAUL BRENNAN #71

Back in the fall of 1937 my grandfather bought his Buick; a new 1938 Special Model 41. This was his first G.M. car, as he had always owned Maxwells since buying his first new one back in the teens. With 1925 being the final year for Maxwell, the local dealer here in town sold Nash cars for a few years. The Nash wasn't all that popular here because they had a reputation for hard starting in the cold weather. It was about this time that the Cleaverland Garage took on the Buick line and since Grandpa had always purchased his cars there, his new one that fall would once again come from the Clerer-land Garage.

The salesman had talked to Grandpa and knew he was looking for a new automobile. When the first '38 came in at the dealership, as was the custom, it was fitted with just about every Buick dealer accessory. The salesman drove the car to my grandparents' house for a demonstration, and Grandpa bought it. I can still remember him saying, when I was a kid, that the price was \$900.00 and the old folks spoke of the Buick as "The Pride of North Marquette", when it was new. I am sure it was an impressive car at the time. Even now, forty five years later, it still is..

With this new "Luxury Car" traveling was no longer the chore it once was with the old four cylinder open cars, so the family agreed to do some traveling. A trip "out West" was planned. One interesting part of this trip was, while in Seattle, a Buick Dealer approached them, told them that he couldn't get any new Buicks, and wanted to buy the car. He offered Grandpa \$1,000.00 cash, the family could stay at his place a few days while he showed them around Seattle, and he would pay their train fare back home to Marquette! The answer was "NO"! Grandpa liked his cat too much to part with it.

I lived with my Grandparents while growing up. My first memories of the old Buick were on Saturday mornings during the summers. We would load up the trunk of the Buick with trash, stop and deposit it at the city dump, and then drive the county road to the Carp River for some fishing. This was a treat my older brother and I looked forward to each week-end during the summer. In the winter the Buick was kept in the garage a lot..in fact, the first few years when the car was still "new", it was kept in the garage on small sawhorses all winter. It was only used for the summer months.

We are all familiar with the rather limited visibility in our Buicks, and for a small child sitting down in the deep expanses of the rear seat, there was nothing to see except the interior, which was a world of upholstery. My younger brother and I would sit on the armrests in the back seat and hold on to the assist straps. This worked out just fine, and during a trip to Pittsburg when we were small, we rode in this manner most of the way. I can still remember playing some of the "How Many Can You Find" games while looking out the windows.

In later years came driving lessons for my brothers and I in the old Buick. Less than a block away from our house was a very large baseball diamond where the circus' sometimes set up when they came to town. This was the place that Grandpa chose to teach us how to drive. My older brother, younger brother and I, all did our first driving there with Grandpa in the old Buick.

Grandpa quit driving in the late 1950's...his first Buick was also his last car. The Grand Old automobile sat in his garage, where he parked it, for over two decades. In May of 1981 I took it out and brought it home to my own garage, where I've been cleaning it up, making a few adjustments, and correcting some minor ills. The car is not restored, just a very well taken care of old automobile that I,m proud to own....and just as important, all of those wonderful memories that go with that Old Buick are as much a part of owning it as is the car itself.

In closing, I'll say that our Club has made "Grandpas Car" even more enjoyable for me. I'm glad to be a member...and to Dave, my Thanks.

(Photos Next Page)

1938 Series 41..Paul Brennan #71...Technical Director 37/38 Buick Club



Where There's Roadmaster There's *Life*

THERE was a day, and not so long ago, when you had to choose between the comfort of size and the thrill of brilliant behavior if your tastes ran to a car in the general price range of the Buick ROADMASTER.

But here's a car only three inches short of eighteen feet, with interior room to spare and the solid, roadsteadiness of ample weight—yet it can step you up from ten to sixty in eighteen seconds flat, produce

all the m.p.h. you'll ever need, and, in Proving Ground tests, deliver 16.5 miles per gallon at thirty!

Such statistics are impressive. But even they fail to picture the life and spirit of this truly great traveler. It is that spirit that puts ROADMASTER so much in evidence today wherever life and action have the call; when you've tried it we think you, too, will wonder if ROADMASTER has any equal within a thousand dollars of its price!

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM



"Better buy Buick!"

A GENERAL MOTORS VALUE



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

37 Banjo Steering Wheel, no plastic \$50
37 80/90 Series Nose Skelton \$75
37 60 Series Windshield Frame \$20
37/38 Sidemount Lock Nuts \$7 ea.
37/38 Sidemount Nameplates \$42.50 ea.

Reproductions

Jack Corliss #279

8735 Lyndora

Downey, CA 90242

37 Trunk Lid (Model 41) Sandblasted \$50
37 Doors (Model 41) \$75 set
37 Trunk Lid Hold Open Hingde \$5
37/38 Front Wing Vents (Good Shape) \$35 set
38 Running Board Moldings, Special Ser. \$25
38 Running Board Brackets 40/60 Ser. \$25 set
38 Front Bumper 40/60 Ser \$40
38 Rear Bumper 40/60 Ser \$40
38 Brake & Clutch Pedal Ass., Cleaned & Painted & New Bushing \$25
38 Licience Plate Light, Cover & Lens \$5
38 Rear Bumper Brkts 40/60 Ser \$20 set
38 Dome Lens \$5
38 Trunk Hold Open Hingde \$10
38 Ash Trays \$10 set
38-60 Nose Skeleton \$45
38 Side Panels for Limited and Century \$55 ea.
38 Hood with Center Chrome 60 Ser \$100
38 Owners Manual, Original \$30

David Bylsma #117

1724 Green Meadow Ct.

Severn, MD 21144

1937 and 1938 Spark Plug Cover for large series engines, Very Good used \$40
1937 N.O.S. Oil Pressure Gauge \$10
1937 N.O.S. Amps Gauge \$10
1938 N.O.S. Oil Pressure Gauge \$10
N.O.S. Steel Shim Headgaskets for all series \$10 ea.

All Plus Shipping

Bob Pipkin #76

2516 62ed S.E.

Salem, OR 97301

503-363-4712 Evenings only

Windshield Center Divider Strip Outside. Reproduction in Stainless Steel. I think all models are the same length, but you better measure your old one and include that with your order. \$15 includes postage. Allow 4-6 weeks for delivery.

E.T. Doucette #220

PSC 1 Box 4738

APO S.F. 96286

Pair of Sidemount Covers, less emblems and small stainless around emblems. \$200 for pair plus shipping.

Lyle Pierson

2306 Lockhaven

Colorado Springs, CO 80909

FOR SALE; 38 Special

Front Fenders, non welled \$75 ea. VG

Nose Cone \$15

Nose Trim \$8

Nose Trim with Emblem \$15

Grill Should Re-chrome \$40

Hood \$25

Hood Side Panels \$15ea.

Headlamps, missing one reflector \$25 pr.

Headlight Switch \$5

Park Light Base & Chrome \$8

Park Light Lens N.O.S. \$25 pr.

Radiator \$50

Air Cleaner, Dry Type Small \$5

Pistons-Set Part # 1394596 .020 over after engine # 43530562 N.O.S., but pins have some slight rust from moisture \$40 set
Horn \$15 pr.

Trim Rings 16", some dents \$5 ea.

Rear Fenders \$20 ea.

Tail Light Complete \$10 R/S

Tail Light Left, Base w/ Socket only \$4

Rear Licence Plate Light Ass. Some pits \$5

Radio Grill & Map Light (Cover Poor) \$6

Battery Base & Top, No Bolts \$15

Steering Col with Lock, no keys \$8

Instrument Cluster, Bad Water Gauge \$25

Glove Box Door & Clock Cond ? \$8

Louis Wildt #245 4036 McMann Rd.

Cin, OH 45245--513-752-1099

PARTS FOR SALE

PARTING OUT 1937 ROADMASTER;
No Engine, Plain Fenders. Bad Wood in doors
has been replaced. Send List of Needs....

Bob Ward #114
RR #1
Sutton West, Ontario,
Canada LOE 1R0

BUICK PLASTIC REPRODUCTIONS..

The list below was sent to me a few months ago and I thought it was worth repeating as the members keep asking where they can find them. So Please check on current prices before you place any orders as they may be higher.

1937 BUICK PLASTIC REPRODUCTIONS

Headlight Knob \$4
Throttle Knob \$4
Cigar Lighter Knob \$4
Windshield Wiper Knob \$4
Front Ash Tray Knob \$4
Heater Door Knobs \$8 pr.
Door Lock Buttons \$8 pr.
Radio Knobs \$8 pr.
Horn Bezel \$16
Gear Shift Knob \$12
Glove Box Knob \$6
Rear Ash Tray Knobs \$10 pr.
Door & Window Escutcheons \$3 ea.
Window Crank Knobs \$4
Also have limited supply of original Door & Window Handles with excellent chrome & Plastic knobs. Window Cranks \$8 ea
Door Handles \$4

1938 BUICK PLASTIC REPRODUCTIONS

Headlight Knob \$4
Throttle Knob \$4
Windshield Wiper Knob \$4
Window Crank Knobs \$4
Front Ash Tray Pulls \$10 pr.
Heater Door Knobs \$8 pr.
Door Lock Buttons \$8 pr.
Radio Knobs \$8 pr.
Window Trim \$8 ea.
Gear Shift Knobs \$12

NEXT COL..

From Last Col....

Glove Box Ring \$8
Maplight Covers \$30 ea.
Door & Window Escutcheons \$3 ea.

Also have limited supply of original door & window handles with excellent chrome & plastic.
Window Cranks \$8 ea.
Door Handles \$4 ea.

MEMBERS...This is an old list so check before ordering for prices & Availability

BUICK PLASTIC REPRODUCTIONS

10534 Nassau Ave.
Sunland, CA 91040
213-353-4303 (Frank)

PARTS FOR SALE;

Hubcaps restored originals \$150 set /4
37 Deluxe Heater with defroster motor \$5
No Defroster ducts, heater needs restore
38 Battery Box, lower \$15 VG
37 Marvel Carb & Choke \$100 Late Style
37 Marvel Carb & Choke \$50 Early Style
38 ser 41 Doors For Parts only
37-61 Garnish Moldings \$7 ea.
37 Radio for parts \$50
38 Seat Tracks \$10
37-60 Rear End, No Shipping \$100
38-40 Engine \$100 No Acc. & stuck
37-60 Engine for parts \$75

Dave Lewis #237
3825 So Second St
Springfield, Ill 62703
217-529-5083

Literature for sale

Engineering Information for Factory
(Not Bound) \$15
1938 Buick Radio Manual for Centerline &
Centerline Dual Radio \$8
1938 Buick Parts Substitution List,
Great for Swap Meets \$2
ALL THREE FOR \$22.50 PP
PAUL CUSANO #52 266 Passaic Ave
Hasbrouck Heights, N.J. 07604

PARTS WANTED

INFORMATION WANTED:

Could someone out there help me identify the motor in my '37 Buick. The Serial Number is..68-27034-4. We would appreciate any help offered.

DON VOKEL #75
100 Farmingdale Dr.
Wexford, PA 15090
412-935-1436 (H)
412-761-9902 (W)

WANTED for 1938-46C
MAP LIGHT COVER, Mint or REPO.
GAS TANK
RUMBLE SEAT SPRINGS

LOU WILDT #245
4036 McMann Rd.
Cincinnati, OH 45245
513-752-1099 Before 2 P.M. E.S.T.

WANTED.. 1938 Century Motor Mounts..In any Shape..I need the metal so I can get them re-molded. If you have any Rear Mounts drop me a line. Please Condition and Price.

DAVID BYLSMA #117
1724 Green Meadow Ct.
Severn, MD 21144

WANTED FOR '37 ROADMASTER....
Lower A-Arm Bushings, Inner & Outer.
including Pins. Total of 8.
Rear Motor Mounts, Prefer N.O.S.
or Reproductions.
2-16" Wheels.

ALLAN COHEN #46
325 Stuart Ave.
Downingtown, PA 19335

WANTED 1937 90 SERIES.....
Left Sidemount Tread Cover.
Inside Windshield Garnish Molding.
Nice Pair of "Limited" Name Plates, Hood-

JACK CORLISS #279
8735 Lyndora
Downey, CA 90242
213-861-5783

WANTED FOR 1938 SERIES 41..

Set of 8 Rods converted to insert bearings or later Rods that have inserts that will fit my engine.
Drivers Door, must be excellent
Locks for Sidemounts (2)
Center Grill Molding

CARPET GALLERY (JAV) #26
21 E. Clinton Street
Newton, N.J. 07860
201-383-5435

WANTED 1937 SERIES 41
N.O.S. or N.O.R.S. Rocker Arms or Full Rocker Arm Assembly.

Mark Davis #356
108 Haven Ave.
Staten Island, N.Y. 10306

WANTED FOR 1938 BUICK 41X-EXPORT MODEL....

Choke Control Cable For AA-1
Windshield Washer Assembly
Windshiel Wiper Nozzels or Wiper Trans., with Washer Nozzels.
Wiring Diagram for Right Hand Drive.
Rear Lic. Plate Light Lens.
Rear Window Shade Assembly

Ed Doucette
PSC #1, Box 4738
APO, San Francisco, CA 96286

WANTED: 1938 40-Series;
Starter Switch for Stromberg AA-1
Acrylic Enamel Color Formula for "Gainsborough Blue"

Richard Parks #169
5243 Dallas Drive
Kamloops, B.C.
Canada V2C 4W4

PARTS WANTED

WANTED: 1938 CONVERTABLE COUPE

Pair of Sidemount Locks
Pair of Sidemount "Buick" Emblems
Pair of Sidemount Moulding Strips
Bumper Step Plate for access to Rumble Seat.
One Locking Door Handle
One Century Convertable Frame. MUST BE made of the heavier gauge Steel used on Convertables only.

WANTED: 1937 CONVERTABLE SEDAN

4-Chrome Plated Door Locking Buttons
1-Locking Door Handle
1-Pair of Sidemount Locks
1-Wheel Jack

JACK SHEPHERD #138
P.O. Box 535
Prince Rupert B.C.
Canada V8J 3R5
604-627-7395 Evenings
604-627-1318 Days, Exc. Sunday & Mon.

WANTED; 1938 46C Convertable
Complete Rumble Seat Lock & Stricker
Rear Gravel Shield at Bumper
Clips that hold Vacume line to Gas Line
Choke Cable Cover (Rubber)
Sending Unit for Fuel Tank
Water Temp Gauge with Line
Trans Crossmember & Mount
Buick Heater Complete
Instrument Light Switch

WANTED FOR 1937 McLaughlin BUICK
4-Hubcaps..Not as flat as the American Version. More rounded like Pontiac & Chev. Name Script is the Same as the American Buick, only the shape of the hubcap is different, more rounded.

Joe Arbin #359
874 E. Main Street
Stamford, CT 06902

WANTED: 1937 Buick

Heater & Defroster Switches
2-Acorn Nuts for Spark Plug Cover
Someone to reproduce Firewall I.D. Plate

BEN LEWIS #94
5283 Olive Dr.
Concord, CA 94521
415-689-7454

WANTED: 1938 MODEL 81 PARTS

ALL MUST BE IN EXCELLENT CONDITION

All Belt Moldings
Sill Plates
Hood Sides Stainless Moldings
NEW Vacume Advance Delco #681H
Glove Box Lock
Hood Ornament
Trunk Emblem
Parking Light Bezels
Heater & Defroster System
Deck Lid Handle & Bezel

Joseph Giordano #333
131 N. Stewart Rd.
Liberty, MO 64068
816-781-5570

WANTED: 1937 Series 41

MINT, Owners Manual, Original Only
MINT, Rear Gravel Shield
Tool Kit for Trunk, Originals only
One Sidemount Buick Emblem, MINT ONLY
Oil Bath Air Cleaner Complete
Genuine 37 Spotlight
MINT Color Sales Catalog (Black Cover)
ORIGINAL JACK AS PICTURED IN OWNERS MANUAL
N.O.S. HOOD CENTER STAINLESS STRIP
N.O.S. Inside Door Handles & Winders
Rear Fold Down Bumper Guard

DAVE LEWIS, EDITOR

PARTS WANTED...1938 SERIES 90

NEED GOOD STARTER AND SOLINOID PART # 727W.....1936-1937 & 1938 SERIES
60-80-90 WILL FIT

Glenn SEYMOUR # 345...8 CEDAR ST.
POTSDAM, N.Y. 13676

CARS FOR SALE

FOR SALE: 1937 Buick Special Touring Sedan (Model 41). It is a New Mexico Car that is currently being used as a second car in Arizona. Asking Price is \$3,300.00

BUTCH EICHELBERGER #329
1369 S. DESERT CREST DRIVE
TUCSON, ARIZONA 85713
602-624-0635



FOR SALE: 1937 Buick, Business Coupe, Black/Tan. Acquired to settle Lawsuit and eager to sell so priced accordingly. New Interior, Tires, Brakes, Hubcaps and Beauty Rings. Also has New Steering Wheel, Total Wireing, Ignition System, Runningboard Rubber and Exhaust System. PRICE \$8,400.00. Write or Call for details and listing of spare parts.

MIKE MILBANK #321
1544 DOMINION AVE.
SUNNYVALE, CAL. 94087
408-738-3440 HOME
415-543-8030 WORK

ATTENTION MEMBERS.....

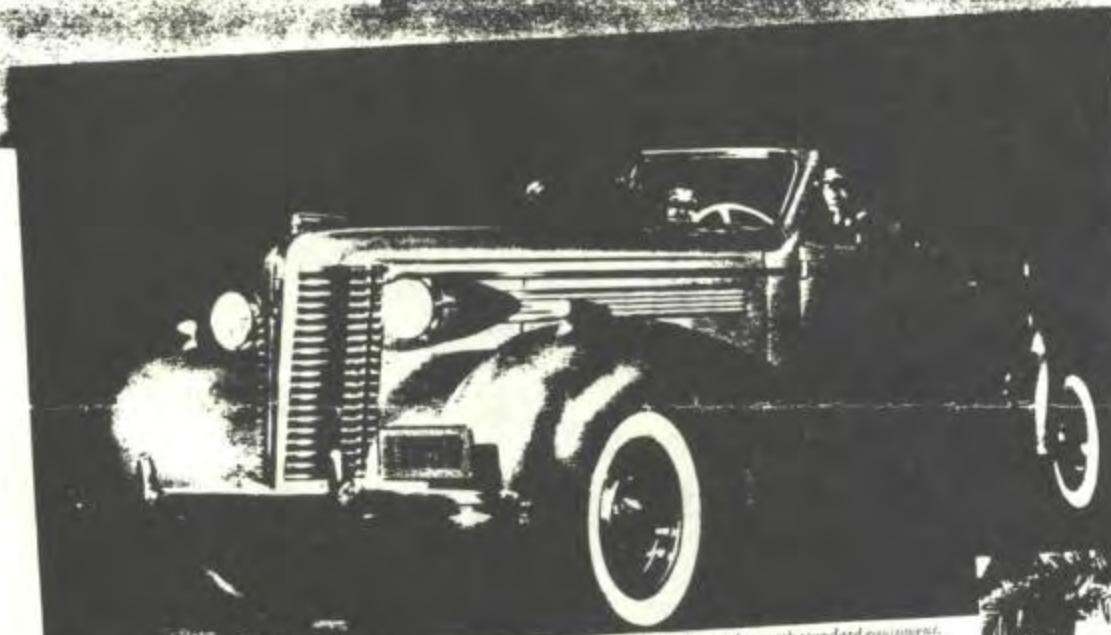
MR. Vic LaBantschnig from Ackerman Buick called me the other night and told me of two Buicks they had recently aquired from an estate. The two Cars are supposed to be like new with less than 50,000 miles on them and all original. They have both been in dry storage since 1964. One is a 1938 Special series 41 and the other one is a 1937 series 41 Sedan. They have cleaned the fuel tanks and both cars run and look very good. I have not seen these cars, but if any of you are interested you can call Vic and get more details on them. He said they were looking for \$10,000.00 for the pair. Since I was un-able to afford them I have not looked or asked what he wanted for each car by its self

CONTACT: ACKERMAN BUICK
ST. LOUIS, MO.
314-524-2909

DAVE

A handwritten signature in dark ink, appearing to read "Dave".

THEY'RE SAYING *Better buy Buick!* IN MIAMI!



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1937 **Buick** 1938

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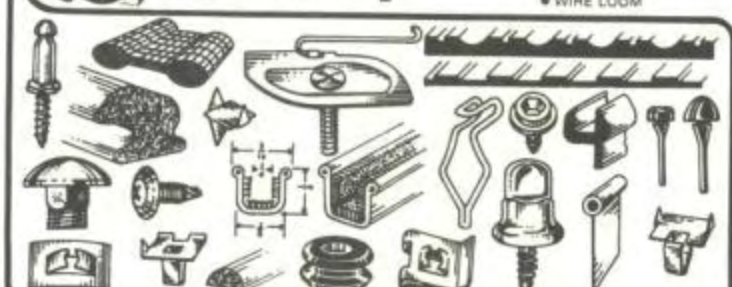
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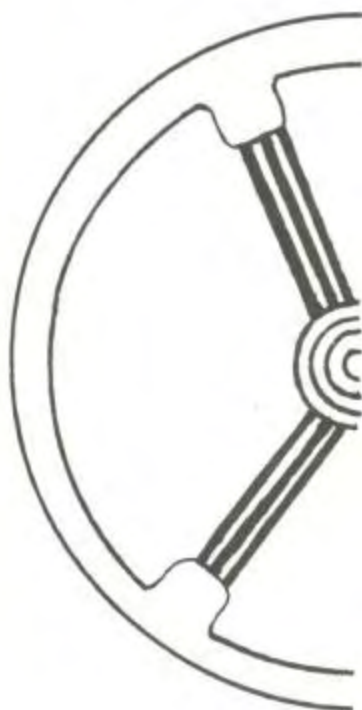
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1937 Series 44..A Rare Car.Two Door Sedan, Slant Back Special
Car is in the process of a Ground up Restoration.

AL KINDBERG #337



Hi Dave,

I just wanted to drop you a few lines to tell you how much I enjoy your book. I wish this book was out while I was restoring my '38 Buick. It would have been very nice, what with all the parts the fellow members seem to have. Don't feel bad when your book is late, because I am sure everybody feels like I do, that the book is worth waiting for.

I sent three pictures of my car, before and after. I bought my 1938 46S in Newark, Ohio in 1968 and although everything was there, my work was cut out.

The body was never off of the frame, but everything else came apart. I rebuilt the engine and drive line and did the body and paint work myself.

We took the car to the outing in the spring of 1973 and in 1974 I found welled fenders for it. In 1979 I took the whole car back apart and completely went over everything, including the front suspension.

The car has radio, heater with defroster, front and rear signal lights and 7-16 tires. I repainted it and re-woodgrained the dash and garnish moldings. It has a new interior with the compliments of my wife's sewing. I hope to have it ready for the '83 Nationals. Although all work is amateur, my wife and I are very proud of our '38. Hope to meet you in person in '83.

John Chuppa #196



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TECHNICAL TIPS

THANKS TO PAUL BRENNAN #71 New Passenger Car Registrations†

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
Auburn	17,850	11,270	29,536	11,840	5,038	5,536	5,153	1,848	148	*700
Austin		4,354	2,941		3,675	1,057				
Buick	*172,307	*122,656	80,873	49,708	43,879	63,047	87,635	160,637	235,297	165,353
Cadillac	14,936	12,078	11,136	8,259	3,903	4,993	5,692	11,766	11,231	10,639
Chevrolet	780,011	618,894	583,429	322,880	474,493	534,926	656,698	930,250	768,040	484,337
Chrysler	84,518	60,908	52,650	26,016	28,677	28,052	40,536	68,698	91,622	46,134
Continental					3,310	953				
Cord	799	1,879	1,418	335				1,174	1,149	
De Soto	59,614	35,267	28,430	25,311	21,260	11,447	26,952	45,068	74,424	35,259
De Vaux			4,808	1,358						
Dodge	115,773	64,105	53,090	29,111	85,062	90,139	178,770	248,518	255,258	104,881
Durant	47,715	21,440	7,229	1,135						
Ford	1,310,135	1,055,097	526,581	258,927	311,113	530,528	826,519	748,554	765,933	383,688
Franklin	10,704	7,482	3,881	1,829	1,329	260				
Graham	65,487	30,140	19,209	12,858	10,128	12,587	15,955	16,439	13,984	4,119
Hudson	62,602	30,466	19,189	8,641	2,946	19,307	21,587	20,825	80,043	40,819
Hupmobile	44,337	24,307	17,427	10,794	8,720	8,566	7,450	1,556	403	1,023
La Fayette						9,301	17,445			
La Salle	20,290	11,262	6,883	3,848	3,709	5,182	11,775	13,992	28,909	15,732
Lincoln	6,151	4,356	3,466	3,179	2,112	2,061	2,370	15,567	25,243	16,931
Marmon	*22,323	*12,369	5,607	1,385	86					
Mercury										
Nash	105,146	51,086	39,368	20,233	11,353	14,315	17,739	*43,070	70,571	6,835
Oakland	31,830	21,648	12,905							
Oldsmobile	*83,483	*50,510	*46,983	24,128	35,295	71,676	149,375	178,488	188,306	92,388
Packard	44,634	20,316	16,256	11,058	8,081	6,552	37,653	68,772	95,455	49,163
Pierce-Arrow	8,386	6,795	4,522	2,692	2,152	1,740	875	767	167	17
Plymouth	84,949	64,301	94,208	111,926	249,667	302,557	382,895	499,580	462,740	286,211
Pontiac	158,272	68,389	73,148	47,926	85,346	140,122	171,669	212,403	96,399	
Reo	17,319	11,450	6,762	3,870	3,623	3,854	3,894	3,146		
Rockne			2	16,986	14,554					
Studebaker	82,839	56,526	46,533	25,002	21,888	41,560	39,573	67,835	78,048	41,504
Terraplane (Essex)	191,331	83,338	42,545	29,778	35,831	40,510	53,838	78,471		
Willis-Whippet	162,366	51,887	22,463	15,314	15,314	6,578	10,439	12,423	51,411	13,012
Willis-Knight	37,343	14,079	8,405	3,415	253					
Miscellaneous	31,648	9,532	3,518	3,732	1,159	224	1,858	5,294	1,441	799
Total	3,880,246	2,625,979	1,908,141	1,095,399	1,493,794	1,888,557	2,743,958	3,405,497	3,403,752	1,891,021

By Manufacturing Groups

Chrysler Corp.	344,874	224,581	229,459	191,364	385,956	432,195	629,243	851,884	803,572	472,565
Ford Motor Co.	1,316,286	1,059,453	532,047	262,106	313,225	532,589	828,899	784,121	791,178	337,514
General Motors	1,271,129	905,427	825,437	454,739	646,556	752,375	1,052,297	1,480,852	1,414,186	847,885
All Others	947,917	436,518	322,198	98,190	148,347	171,388	233,479	321,640	394,818	183,057

† Data from R. L. Polk & Co.

In Percentage of Total by Makes

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938
Auburn	.46	.43	1.55	1.06	.34	.29	.19	.05		*.04
Austin		.17	.15		.25	.06				
Buick	4.44	4.67	4.76	4.53	2.93	3.34	3.19	4.72	5.89	8.80
Cadillac	.38	.46	.58	.57	.26	.28	.24	.35	.32	.56
Chevrolet	20.10	23.57	30.58	29.46	31.77	28.32	23.93	27.33	22.05	24.56
Chrysler	2.18	2.32	2.78	2.37	1.92	1.49	1.48	1.72	2.63	2.44
Continental					.22	.05				
Cord	.02	.07	.07	.03				.03	.05	
De Soto	1.54	1.34	1.49	2.31	1.42	.61	.98	1.32	2.14	1.98
De Vaux			.25	.12						
Dodge	2.98	2.44	2.78	2.50	5.76	4.77	6.52	7.30	7.33	5.55
Durant	1.23	.82	.38	.10						
Ford	33.78	40.18	27.70	23.62	20.63	28.09	30.12	21.99	21.99	19.24
Franklin	.28	.29	.20	.17	.09	.02				
Graham	1.36	1.15	1.01	1.17	.68	.68	.58	.48	.40	.22
Hudson	1.62	1.16	1.01	.79	.20	1.02	.79	.61	2.58	2.18
Hupmobile	1.14	.93	.91	.99	.45	.35	.27	.05	.01	.05
La Fayette						.49	.64			
La Salle	.52	.43	.36	.35	.25	.27	.43	.41	.83	.83
Lincoln	.16	.17	.18	.29	.14	.11	.09	.48	.72	.93
Marmon	.58	.47	.30	.12	.01					
Mercury										
Nash	2.71	1.95	2.06	1.85	.76	.78	.65	1.27	2.03	1.68
Oakland	.82	.82	.68							
Oldsmobile	2.41	1.92	2.45	2.20	2.36	3.80	5.44	5.29	5.41	4.89
Packard	1.15	1.08	.85	1.01	.81	.35	1.37	2.02	2.74	2.80
Pierce-Arrow	.22	.26	.24	.25	.14	.09	.03	.02		
Plymouth	2.19	2.45	4.94	10.21	16.71	16.02	13.96	14.68	13.27	15.14
Pontiac	4.08	2.60	3.83	4.37	5.71	3.85	5.11	5.04	6.10	5.20
Reo	.45	.44	.35	.35	.24	.20	.14	.09		
Rockne			1.55	.97						
Studebaker	2.13	2.15	2.44	2.28	1.45	2.20	1.44	1.89	2.01	2.19
Terraplane (Essex)	4.93	2.41	2.23	2.62	2.40	2.15	1.96	2.30		
Willis-Whippet	4.18	1.97	2.26	2.05	1.03	.35	.38	.35	1.47	.69
Willis-Knight	.96	.54	.44	.31	.02					
Miscellaneous	.02	.35	.20	.35	.08	.01	.07	.18	.05	.04
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

By Manufacturing Groups

Chrysler Corp.	8.89	8.55	11.97	17.45	25.82	22.89	22.93	25.02	25.36	24.99
Ford Motor Co.	33.92	40.34	27.88	23.91	20.87	28.20	30.21	22.44	22.71	20.43
General Motors	32.75	34.48	43.26	41.48	43.26	39.84	38.35	43.09	40.60	44.84
All Others	24.44	16.63	16.89	17.16	9.93	9.07	6.51	9.45	11.33	9.68

*1929-1930

Buick includes Marquette.
Marmon includes Roosevelt.
Oldsmobile includes Viking.

*1931

Oldsmobile includes Viking.

*1932

Nash includes La Fayette for 10 months.

*1937-1938

Terraplane included with Hudson.
Austin now Bantam.



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REPORT ON OUR PROPOSED FIRST NATIONAL 37/38 BUICK MEET.....

Well to say the least..I am not to happy with the results from 365 members. I received about 15 letters from the total membership. The best responce seems to be to have it in Indiana at the 500 Track. Two of our members have volunteered to help organize it for us, but we need a lot more in-put before we can even attempt such an undertaking. Come on guys you have got to let us know your feelings. We could have one hell'va show and swap meet if we only knew you wanted it...There must be 200 cars in the midwest alone if you would just let us know...I am going to put a deadline of April first for your input. If it's still dead we will give up the idea for another year. So lets think along the lines of "INDY IN AUGUST"..START YOUR ENGINES GUYS.... Steed & Becker need something to do so lets put them to work.....

CONTACT ANY OF US: DAVE LEWIS #237
3825 So. Second St
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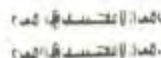
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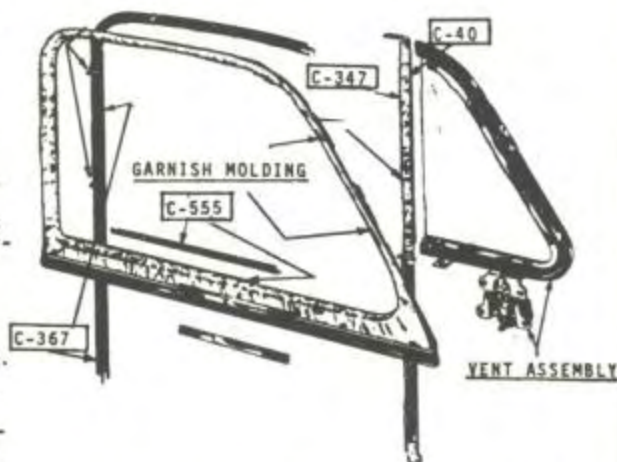
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18-41	5-P. 4-Dr. Tourg. Sedan (Trunk Bk.)	3560	\$1047						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-44	5-P. 2-Dr. Streamline Sport Sedan	3515	\$ 981						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-46	2-P. Business Coupe	3385	\$ 945						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-46C	4-P. Conv. Coupe (Rumble Seat)	3575	\$1103						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-46S	4-P. Sport Coupe (Opera Seats)	3425	\$1001						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-47	5-P. 4-Dr. Streamline Sport Sedan	3535	\$1022						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-48	5-P. 2-Dr. Tourg. Sedan (Trunk Bk.)	3520	\$1006						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-60C	5-P. 4-Dr. Conv. Streamline Spl. Phase.		\$1713						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-61	5-P. 4-Dr. Tourg. Sedan (Trunk Bk.)	3780	\$1297						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-66C	4-P. Conv. Coupe (Rumble Seat)	3815	\$1359						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-66S	4-P. Sport Coupe (Opera Seats)	3690	\$1226						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-67	5-P. 4-Dr. Streamline Sport Sedan	3785	\$1272						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-68	5-P. 2-Dr. Tourg. Sedan (Trunk Bk.)	3760	\$1256						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-80C	6-P. 4-Dr. Conv. Streamline Spl. Phase.		\$1983						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-81	6-P. 4-Dr. Tourg. Sedan (Trunk Bk.)	4245	\$1645						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-81F	6-P. 4-Dr. Formal Sedan (Trunk Bk.)		\$1758						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-87	6-P. 4-Dr. Streamline Sport Sedan		\$1645						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-90	8-P. 4-Dr. Tourg. Sedan (Trunk Bk.)		\$2350						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-90L	8-P. 4-Dr. Limousine (Trunk Back)		\$2453						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.
18-91	6-P. 4-Dr. Tourg. Sedan (Trunk Bk.)		\$2176						18 SERIES—SEDANS AND COUPES No. 480, Tan Bedford Cord; No. 481, Toupe Mohair Fabric. Leathers obtainable at extra cost; No. 482, Black; No. 483, 140; No. 484, Grey; No. 485, Green; No. 486, Blue; No. 487, Red.

NOTE: SAFETY GLASS INCLUDED IN DELIVERED PRICE OF ALL MODELS

CONVERTIBLE MODEL TOP MATERIAL (Obtainable at no extra cost)

Series 45-40-80
... 7-Y. Tony 8-Y. Blue Green 11-Y. Black

"Better buy Buick!"

TAXABLE HORSEPOWER

Series 40	30.63
TAXABLE HORSEPOWER	

Series 60-80-90 37.81

Technical Research:

Paul Brennan #71

2343 Wenner

Marquette, MI. 49855

906-226-8617



A history of the sidemount spare

In 1937 through 1940 all series 80 and 90 cars were shown with six wheels, and many of the other models were also shown that way. The 1937 Salesman's Fact Book made the point that now buyers did not have to take sidemounts on convertible coupes since a tire compartment beneath the rumble seat was provided (as on other GM cars). The Roadmaster convertible sedans were, it was stated, available only with six wheels. There is no evidence to suggest that single mounts were offered at any time, as happened on Cadillac.

In both the 1938 and 1939 catalogs the majority of cars were shown with sidemounts but in neither was any mention made as to optional or standard equipment. Two illustrations of open trunks in the 1939 edition failed to mention added capacity when the spare was sidemounted. In 1939, for the first time (and again in 1940) two styles of sidemounts were offered; the one on the big cars was essentially similar although not identical to the previous year, and the mount on the Special and Century was entirely different. This latter mounting was at best very awkward and clung to the side of the car rather than fitting into a well. Covers were different, too; senior Buick covers closely resembled 1938 covers, but covers on the small

Buicks, while slightly contoured had chrome trim. Apparently buyers resisted this clumsy design and Buick redesigned the front fenders for the 1940 small cars. Front doors simply could not be opened as far on 6-wheel small Buicks as on those same models without sidemounts. In order to prevent doors from hitting the sidemounts, front door check links were shorter on 6-wheel cars. The 1940 catalog of the small Buicks showed several cars with sidemounts and included a sketch under the illustration of the Century convertible sedan that showed a covered wheel mounted in a fender. The caption stated, "The smart lines of this spacious convertible are enhanced by the use of sidemounts, available at added cost." This is perhaps one of the most direct promotions of sidemounted wheel equipment by any maker in the last years of its availability. The 1940 Buick Deluxe Limited brochure showed all cars with sidemounts but does not mention that they were optional at extra cost. By 1941 slab-sided styling precluded sidemounts even on the senior cars.

Costs remained fairly constant in the last 4 years of the 6-wheel option. In 1937 6-wheel equipment included bumpers and guards, two tires and tubes, dual windshield wipers, two metal covers, two tire locks, two fen-

derwells, spring covers, dual taillights, dual signal horns, two extra wheels and two side tire carriers, all for a cost of \$95 on the Special, \$100 on the Century, \$105 on the Roadmaster and \$140 on the Limited. The same extras and 5-wheel equipment cost \$40 less, resulting in an actual price for sidemounts of \$55, \$60, \$65 and \$100. In 1938 and 1939 six wheels were standard on the Limited (they could be removed optionally if desired) and cost \$45 on Specials and Centurys and \$60 on the Roadmaster. The prices in 1940 were \$47 on small cars and \$62 on senior cars. Tire covers from 1931 through 1935 were two-piece metal units that exposed the wheel. In 1936 through 1939 full contour covers were used. For 1940 smooth-sided covers were seen, and used restrained trim on the senior cars but a bit more on the small series. Wheels were higher on the small cars than on the senior models and fenders also reflected the difference in size. An educated guess on production (figures are not available) suggests that about 75-95% of senior Buicks were equipped with sidemounts. Small Buicks with six wheels varied in number between 20-30% in 1936; in 1937-38, the big years for sidemounts, 30-35% probably had sidemounts; 10-20% of the 1939-40 cars may have had this option.



1938 Buick Roadmaster convertible phaeton

HILL HOLDER

This device, called "NoRoL" by its manufacturer, provides greater ease of vehicular control on hills and in traffic. It is connected to the clutch pedal, Fig. 65, and keeps the brakes applied as long as the clutch pedal is depressed when the car is on an upgrade, even after the brake pedal is released. The driver is then able to use his right foot for the accelerator pedal.

The hill holder is connected hydraulically between the brake master cylinder and the wheel cylinders. Brake fluid from the master cylinder enters the inlet of the hill holder and passes through the outlet to the wheel cylinders when the brake pedal is depressed. Within the hill holder is a valve operated by a ball cage and a steel ball within the cage. The position of the ball cage is controlled by a camshaft operated by linkage from the clutch pedal.

Fig. 66 illustrates the position of the ball cage when the clutch pedal is released. When the clutch pedal is depressed, Fig. 67, the operating lever is pulled to the left and turns the camshaft so that the ball cage fits into the flat surface on the camshaft. The spring then forces the ball cage to the right so that the rubber seal is pressed against the valve seat.

When the car is stopped on an upgrade with the brakes applied and the clutch pedal depressed, the ball rolls against the rubber seal which, in turn, rests against the valve seat, preventing the brake fluid in the wheel cylinders from returning to the master cylinder. Pressure is therefore maintained in the wheel cylinders to keep the brakes applied.

When the clutch pedal is released, the camshaft is rotated and lifts the ball cage away from the valve seat, allowing brake fluid to pass through the valve to the master cylinder, thus releasing the brakes.

When the car is on a downgrade, the ball rolls away from the rubber seal, rendering the valve inoperative regardless of clutch pedal position.

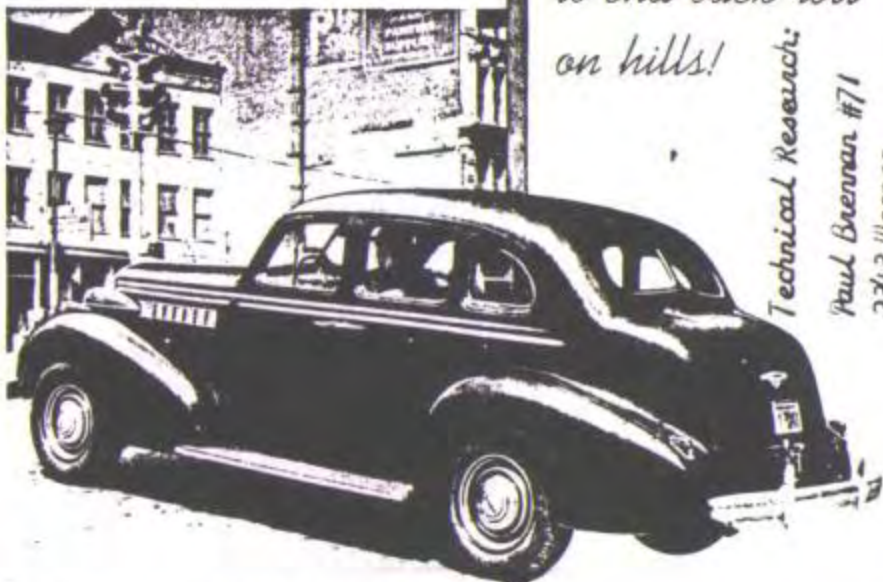
The hill holder does not affect the ordinary use of the brakes for when the brakes are applied, pressure of the fluid from the master cylinder forces the ball cage back against the spring even if the clutch pedal is depressed, allowing fluid to flow through the outlet through the wheel cylinders.

HILL HOLDER ADJUSTMENT—In adjusting the hill holder, first be sure it is level. This can be determined with a spirit level mounted on the two bosses on top of the housing.

The control rod, which is connected to the lever, must be so set that the brake release just ahead of clutch engagement or when the car begins to accelerate. If brake release is delayed, the effective rod length should be shortened. Should the brakes release too quickly—permitting the car to move backward before clutch engages—the rod should be lengthened.

TECHNICAL TIPS

IT'S HERE



Technical Research:

Paul Brennan #71

2743 Werner
Marquette, MI. 49855

For all 1938 models

For all 1938 models **The Buick NO-ROL**

Nothing new to learn. Keeps your hands on wheel and your right foot free for accelerator duty. Halts unnecessary clutch wear

From now on, stopping and starting on hills and inclines can be as simple, and safe, as this:

1. Disengage clutch and apply brakes.
2. Remove your foot from the brake. Place it in readiness on the accelerator pedal and shift gears.
3. Engage the clutch; accelerate the motor and move forward.

No more grabbing at the hand brakes. No more jumping from brake to accelerator. No more riding the clutch. No back roll and jerky starts!

Buick's new NO-ROL brings this new safety and comfort to you. Quickly attached to the brake master cylinder, this thoroughly proved, completely automatic device retains brake pressure after the brake pedal is released—as long as the clutch is disengaged. Brake pressure is released when the clutch is re-engaged.



The Buick NO-ROL, for all 1938 model Buicks

ONLY \$8⁰⁰

Plus small
installation charge

NO-ROL does not operate when the car is moving or when stopped on a down-grade. It operates only when the car stops on an upgrade, because its action is controlled by gravity acting on a steel ball.

See this new safety and convenience device today at the address given on the back cover of this magazine. Your Buick dealer will be glad to demonstrate its efficient action.

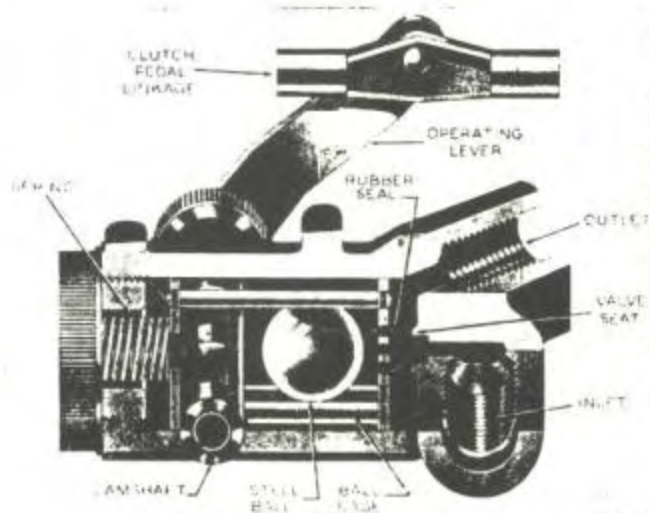


Fig. 66 Sectional view of hill holder when clutch pedal is released

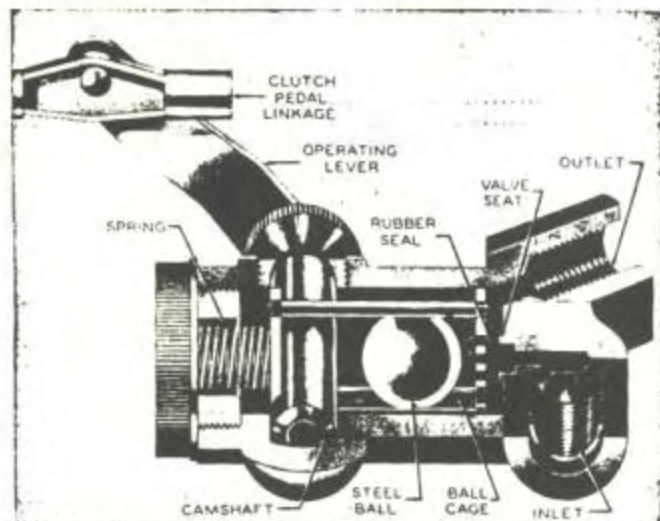


Fig. 67 Sectional view of hill holder when clutch pedal is depressed

Buick No-Rol Device is available for all 1938 series.

Shipments are made direct from Factory stocks at Flint as follows:

1938	Group No.	Part No.	List	Dealer Net
40 Series	4.642	980592	\$8.00	\$4.80
60-80-90 Series	4.642	980593	8.00	4.80

Each Buick No-Rol is packaged complete with instructions and special fittings for the series specified.

No-Rol attaches to the brake master cylinder and its action is that on an up grade or hill when the car is brought to a stop by disengaging the clutch and applying the foot brake, a gravity-operated valve retains the oil pressure in the braking system thereby preventing the car from rolling backward. For this reason, the foot may be removed from the brake pedal and used to operate the accelerator without applying the parking brake.

As long as the clutch is disengaged, No-Rol keeps the brakes applied. When the clutch is released in starting the car, No-Rol automatically releases the brakes.

Among the desirable features of this device are its ease of installation and freedom from critical adjustments.

Buick No-Rol is not available for past model Buick cars.

Technical Research

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 Technical Director

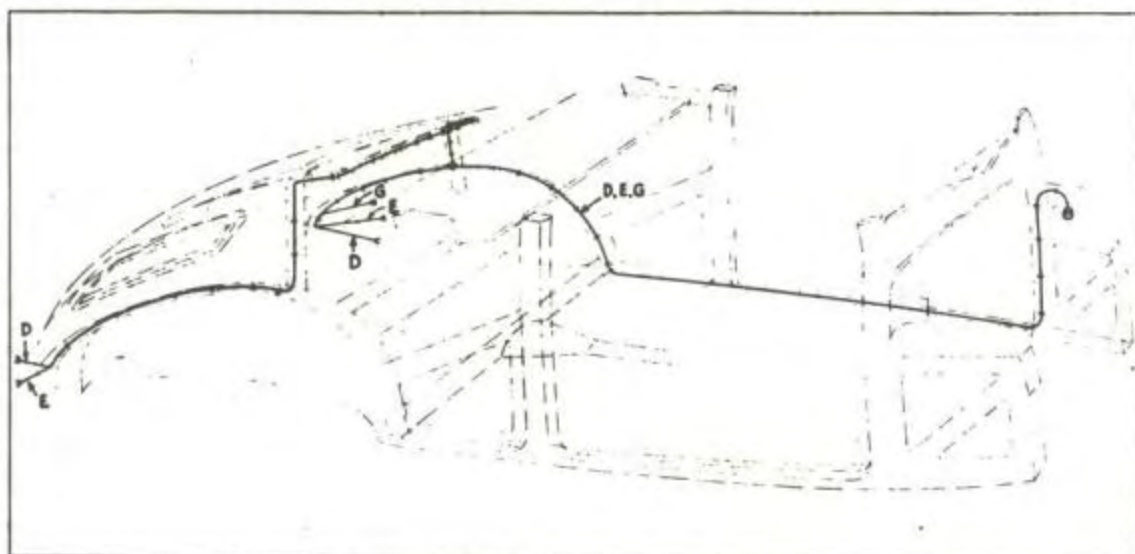


Figure No. 209
1937 BUICK 40 AND 60 CONVERTIBLE COUPES
Applies to Style Nos. 4467-4667

- D—Tail lamp wire—natural with black tracer
- E—Stop lamp wire—natural
- G—Gas gauge wire—natural with black cross tracer

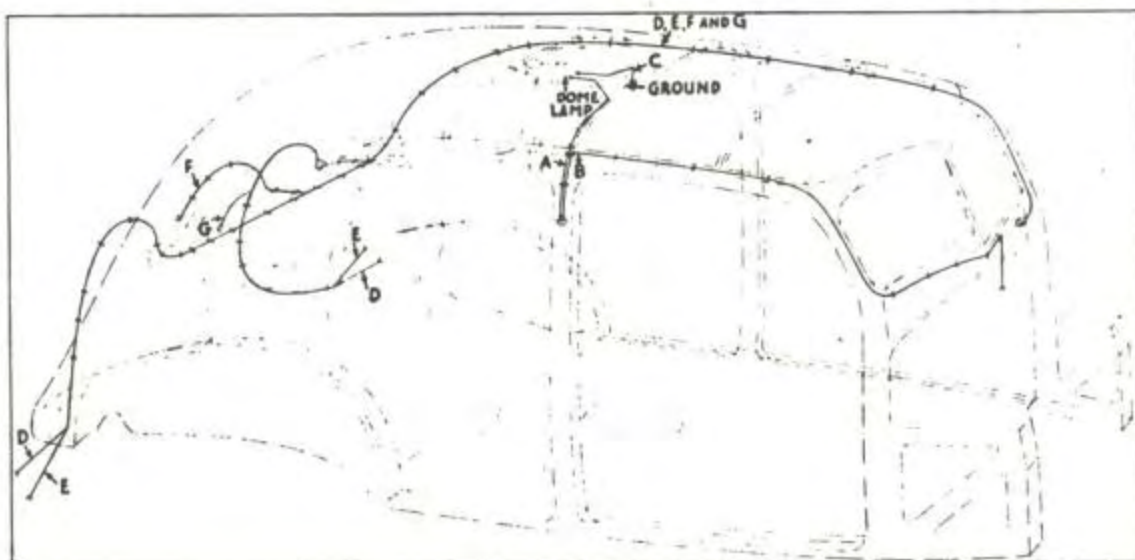


Figure No. 203
1937 BUICK 40 AND 60 SEDANS AND COACHES
Applies to: 4401-4409-4601-4609
Style Nos.: 4411-4419-4611-4619

- A—Dome lamp to switch wire—natural
- B—Dome lamp to switch feed wire—natural with red tracer
- C—Dome lamp ground wire—natural with green tracer
- D—Tail lamp wire—natural with black tracer
- E—Stop lamp wire—natural
- F—License plate lamp wire—white with black parallel tracer
- G—Gas gauge wire—natural with black cross tracer

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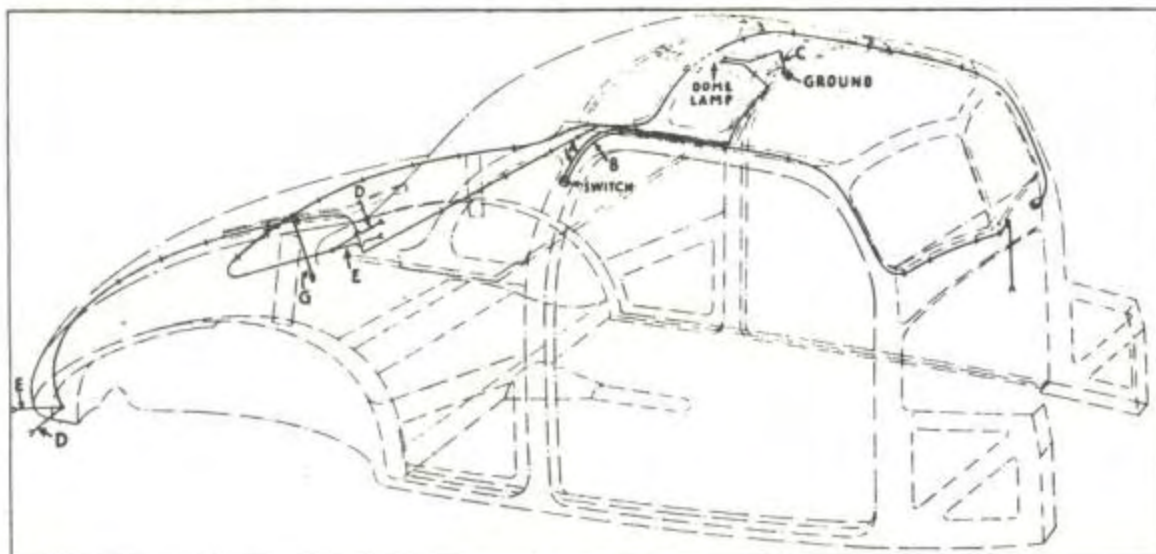


Figure No. 206
1937 BUICK 40 AND 60 BUSINESS AND SPORT COUPES
Applies to Style Nos. 4427-4627-4427B

- A—Dome lamp to switch wire—natural
- B—Dome lamp to switch feed wire—natural with red tracer
- C—Dome lamp ground wire—natural with green tracer
- D—Tail lamp wire—natural with black tracer
- E—Stop lamp wire—natural
- G—Gas gauge wire—natural with black cross tracer



Figure No. 213
METHOD OF IDENTIFYING BODY WIRING

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